

BookletChartTM

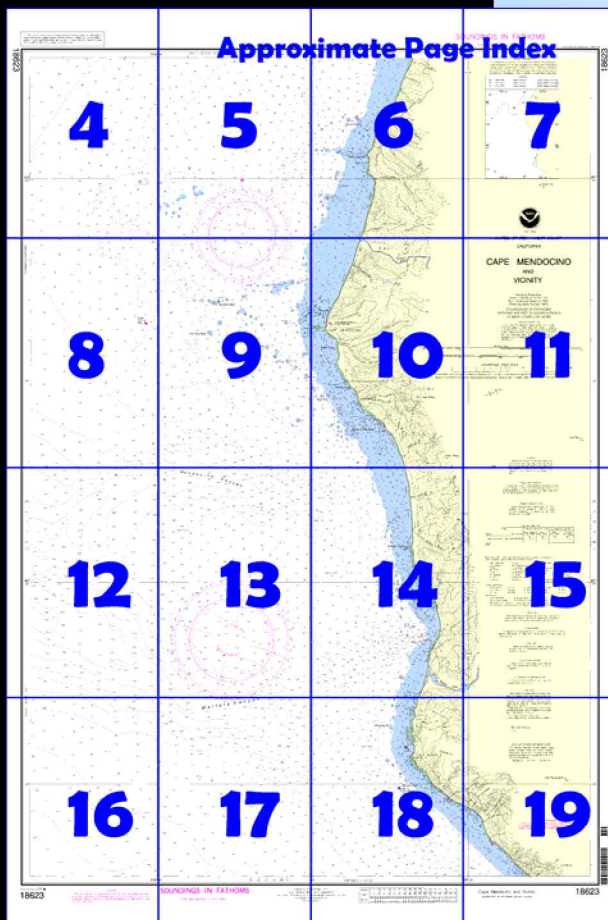
Cape Mendocino and Vicinity

(NOAA Chart 18623)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

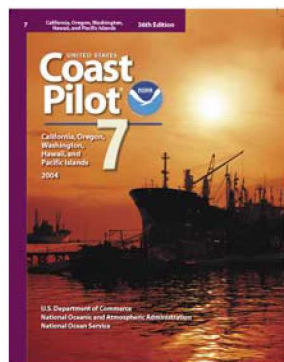
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 8 excerpts]

(131) **Punta Gorda** is a high, bold, rounding cape, 83 miles NW of Point Arena and 11 miles S of Cape Mendocino. The seaward face rises to about 900 feet, 400 yards back from the beach, and terminates in a spur, 140 feet high, almost overhanging the sea. It is bare of trees except in the gulches. The gray rectangular structure of an abandoned lighthouse, 25 feet high, is S of the point. For over 1.5 miles N and about 2 miles S of the point, the beach is

bordered by numerous rocks and shoals extending in some cases 0.6 mile offshore.

(132) The wind, sea, and currents off Punta Gorda are probably as strong as off any point on the coast; frequent and strong tide rips have been noted. Many times when the weather at Shelter Cove and even at Big Flat

is clear and calm and the sea smooth, both the wind and the sea will pick up as Punta Gorda is approached, until just N of this point where strong breezes to moderate gales will be experienced. At other times clear weather S of this point will lead to fog N, or vice versa.

(133) **Gorda Rock**, 10 feet high and conical in shape, is 0.7 mile S of Punta Gorda and 0.6 mile offshore. A lighted whistle buoy is 300 yards SW from the rock.

(134) **Conical Rock**, 20 feet high, is 100 yards off the point, and another 20-foot rock is 350 yards N from it; these rocks have foul ground between them.

(135) From Punta Gorda to Cape Mendocino the hills back of the coast are lower than those S; they are bare of trees and bordered by stretches of low, narrow, sandy flats with a narrow, low-water beach. The outlying rocks are not more than 0.7 mile offshore until about 2.5 miles S of Cape Mendocino, where they extend offshore to Blunts Reef, 2.5 miles W of the cape. **Mattole Canyon**, a narrow submarine valley, is 3 miles N of Punta Gorda where the 100-fathom curve is about 1 mile from the beach. **Mendocino Canyon** is 4.5 miles S of Cape Mendocino where the 100-fathom curve is about 2 miles from the beach.

(136) **Christmas Rock**, covered 1¼ fathoms, is 0.9 miles NW of Punta Gorda.

(137) **Mattole River**, 2 miles N of Punta Gorda, is not navigable. The N 360-foot-high head is bare and the S head, about the same height, is partly covered with oak trees. A prominent sand dune is on the S side at the entrance to the valley. Another large sand dune, 3.5 miles to the N, marks the N side of **McNutt Gulch** and should not be confused with the one at Mattole River.

(138) **Mattole Point** is 0.3 mile N of the river at the base of **Moore Hill**. **Sea Lion Rock**, 8 feet high, is 0.3 mile N of Mattole Point and 250 yards off the beach at the head of Mattole Canyon. A rock covered ½ fathom lies 0.4 mile NW of Mattole Point.

(139) A rock, 16 feet high, is the largest of a cluster of small rocks 0.5 mile offshore and nearly 4 miles N of Punta Gorda. **The Brothers**, Brothers, The 18623 8 feet high, consist of two small rocks, close together, 800 yards offshore and 1.5 mile NNW of Sea Lion Rock. **Mussel Rocks**, 0.9 mile N of The Brothers, form a ledge that projects 400 yards from the shore.

(140) **Devils Gate Rock**, 20 feet high, lies nearly 2.8 miles S of Cape Mendocino and 0.5 mile offshore. It is low and pyramidal, with a smaller rock close under the NW face. A reef extends 200 yards W from the rock; numerous rocks lie inshore. A rocky shoal covered 3¾ fathoms lies 1.4 miles W of Devils Gate Rock.

(142) **Steamboat Rock**, 30 feet high, lies 1.5 miles S of Cape Mendocino and 600 yards offshore. The upper part of the rock is white and the lower black, somewhat resembling a steamer with a low black hull and white upper works.

(143) **Cape Mendocino**, 185 miles N of San Francisco Bay entrance and 367 miles S of Columbia River entrance, is a mountainous headland, the famous landmark of the old Spanish navigators and the galleons from the West Indies. The cape is the turning point for nearly all vessels bound N or S. In view of the dangers in the vicinity, it should be approached with considerable caution in thick weather; the bottom and the currents are very irregular. It is in the latitude of great climatic change; the winds do not blow home so violently in the light S of it, and the amount of rainfall increases rapidly to the N. Fog is more prevalent S. The strong NW winds of summer are less violent S of the cape, which forms a parallel lee for vessels working their way N.

(145) **Cape Mendocino Light** (40°26'23"N., 124°24'22"W.), 515 feet above the water, is shown from a post on the W slope of the cape. An abandoned lighthouse is 70 yards 298° from the light.

(147) **Blunts Reef**, 2.9 miles W of Cape Mendocino Light, is one of the outermost visible dangers off Cape Mendocino. The reef consists of two small black rocks awash about 230 yards apart. **Blunts Reef Lighted**

Bell Buoy 2B (40°26'24"N., 124°30'19"W.), is an exposed location buoy (ELB) 1.7 miles WSW of the outer rock.

Table of Selected Chart Notes

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○

(Accurate location)

◦

(Approximate location)

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site

Eureka, CA KEC-82 162.40 MHz

NOTE B

Significant changes in offshore depths and shoreline between Cape Mendocino and Punta Gorda may have occurred as a result of the earthquake of 25 April 1992. Mariners are urged to use caution when navigating in the area.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.514" southward and 4.186" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

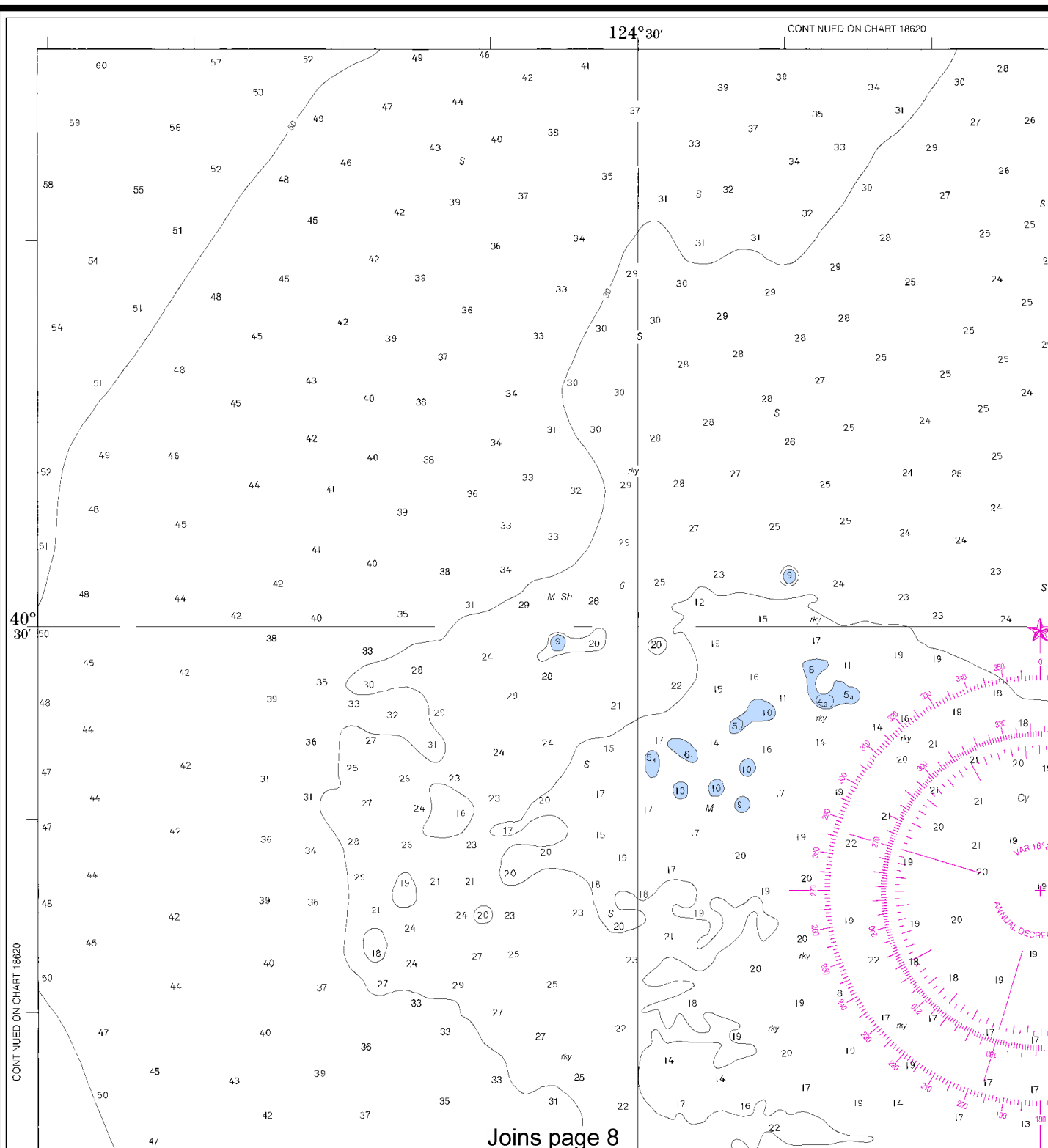
Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

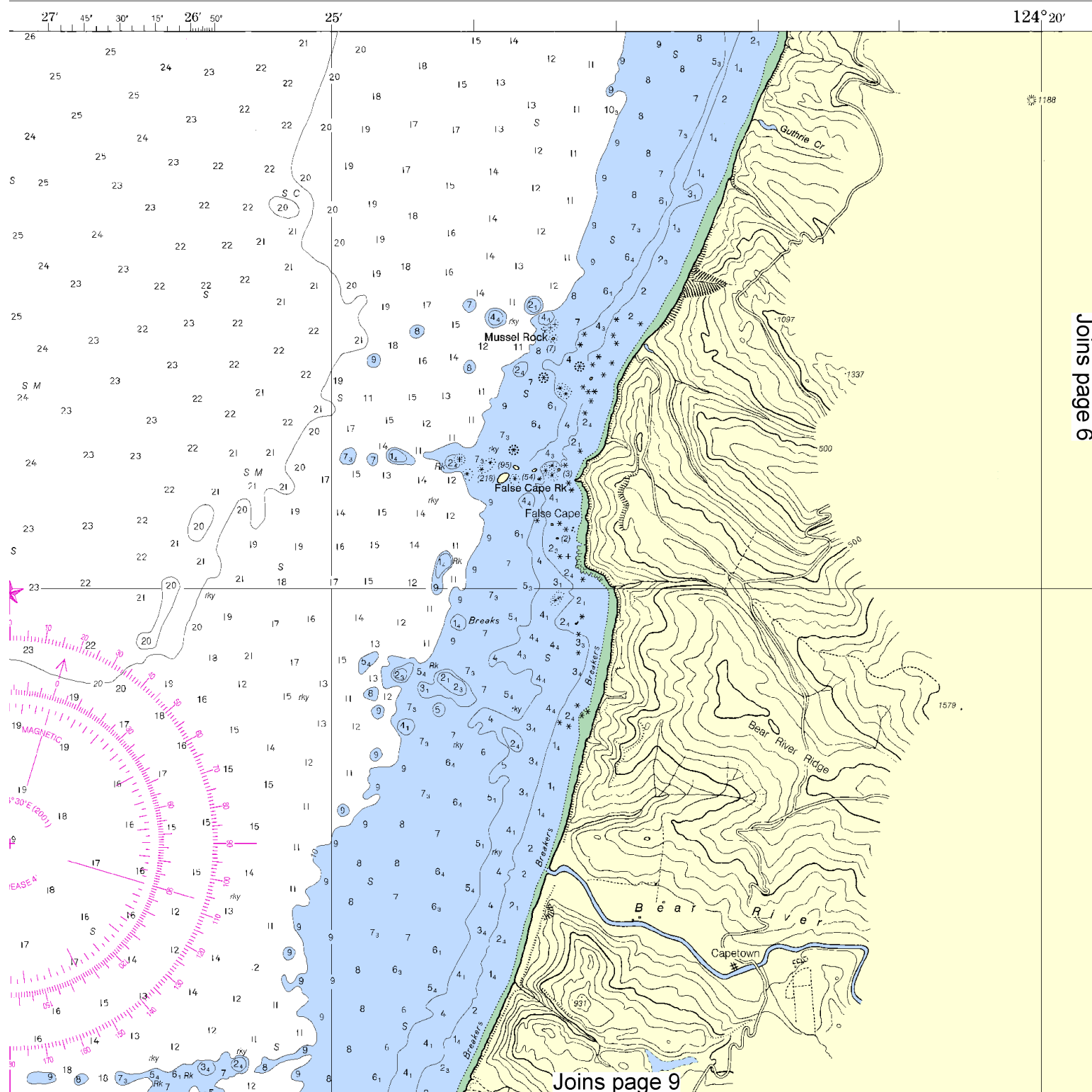
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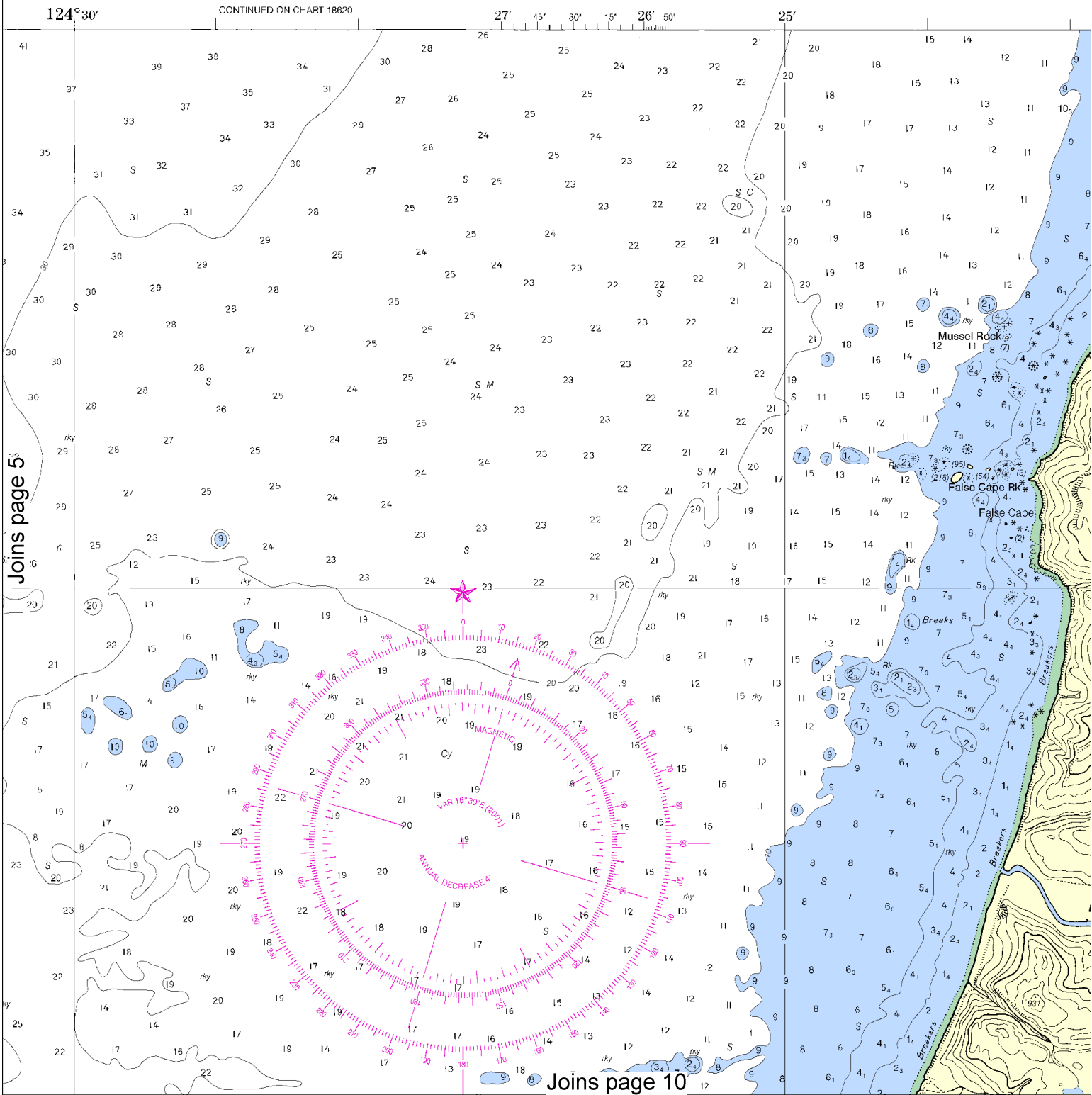


4

1st Ed., June 1892 D-1940-534 KAPP 1810



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



6



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

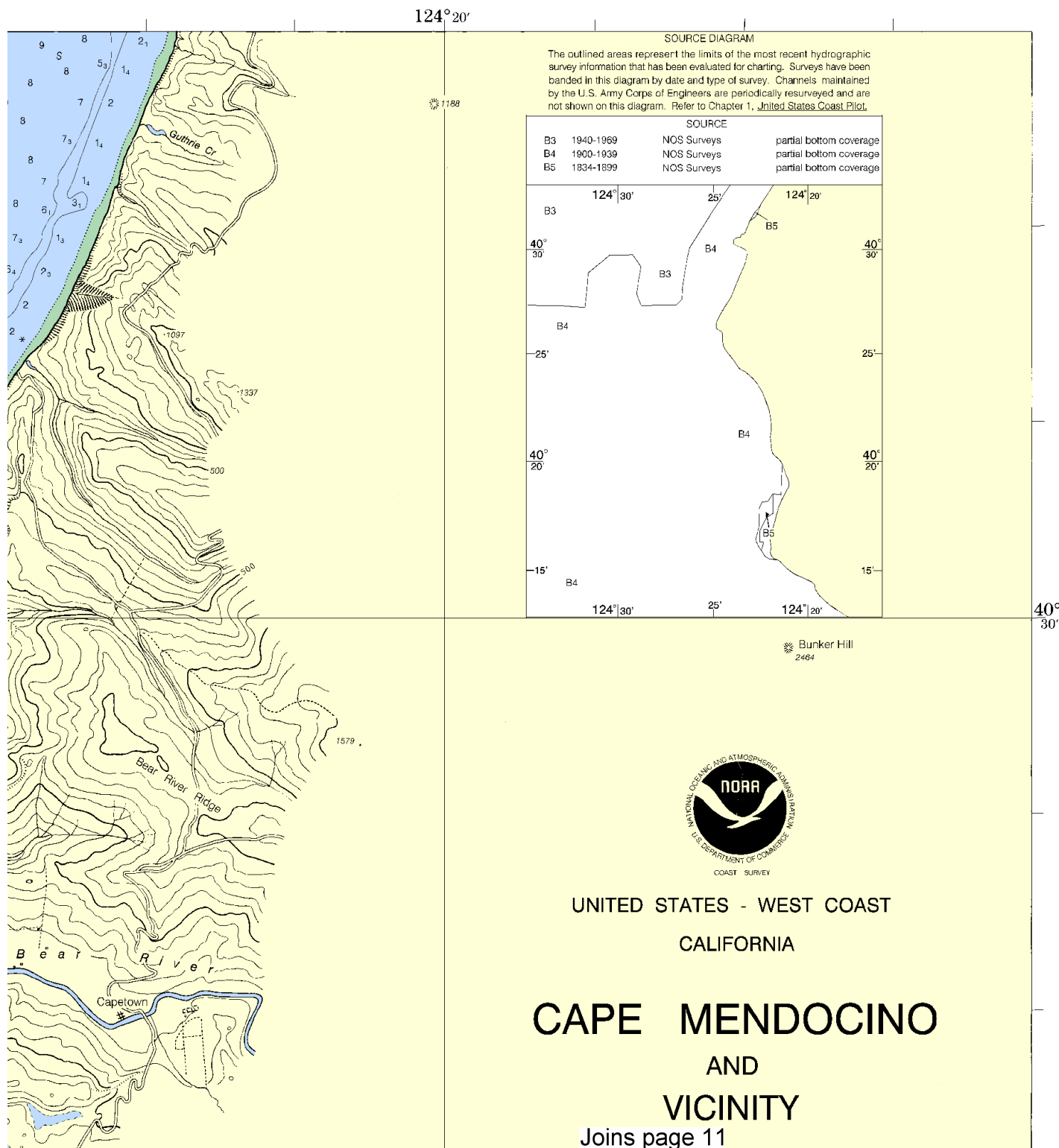


SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Nautical Chart Catalog No. 2, Panel K,M

18623



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0510 2/2/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .

7

Joins page 4

CONTINUED ON CHART 18620

VAR 16°3
ANNUAL DECREP

R 40°
F R 2.5s
BELL

The Great Break

BLUNTS REEF

Mendocino Canyon

Joins page 12

8

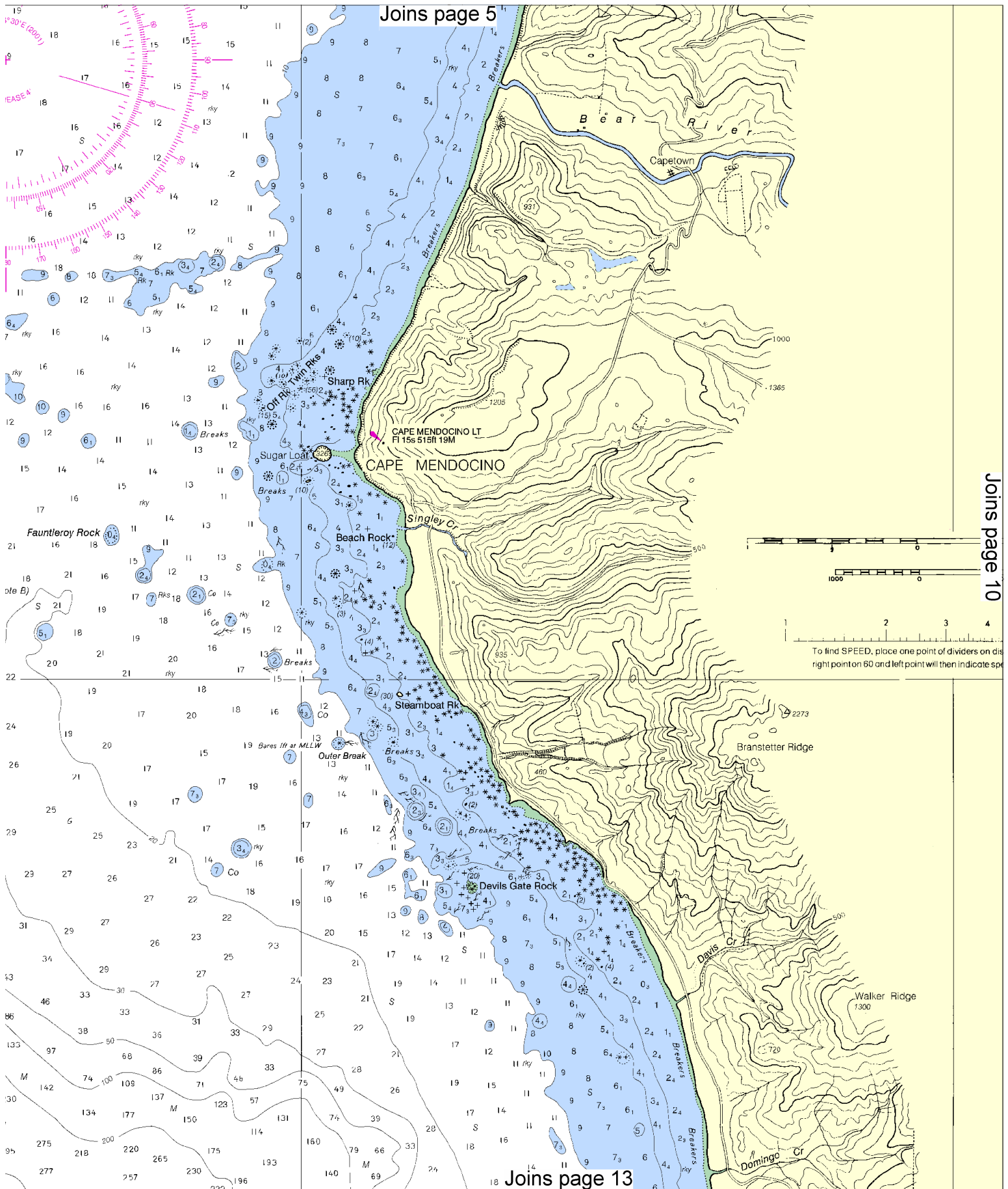


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

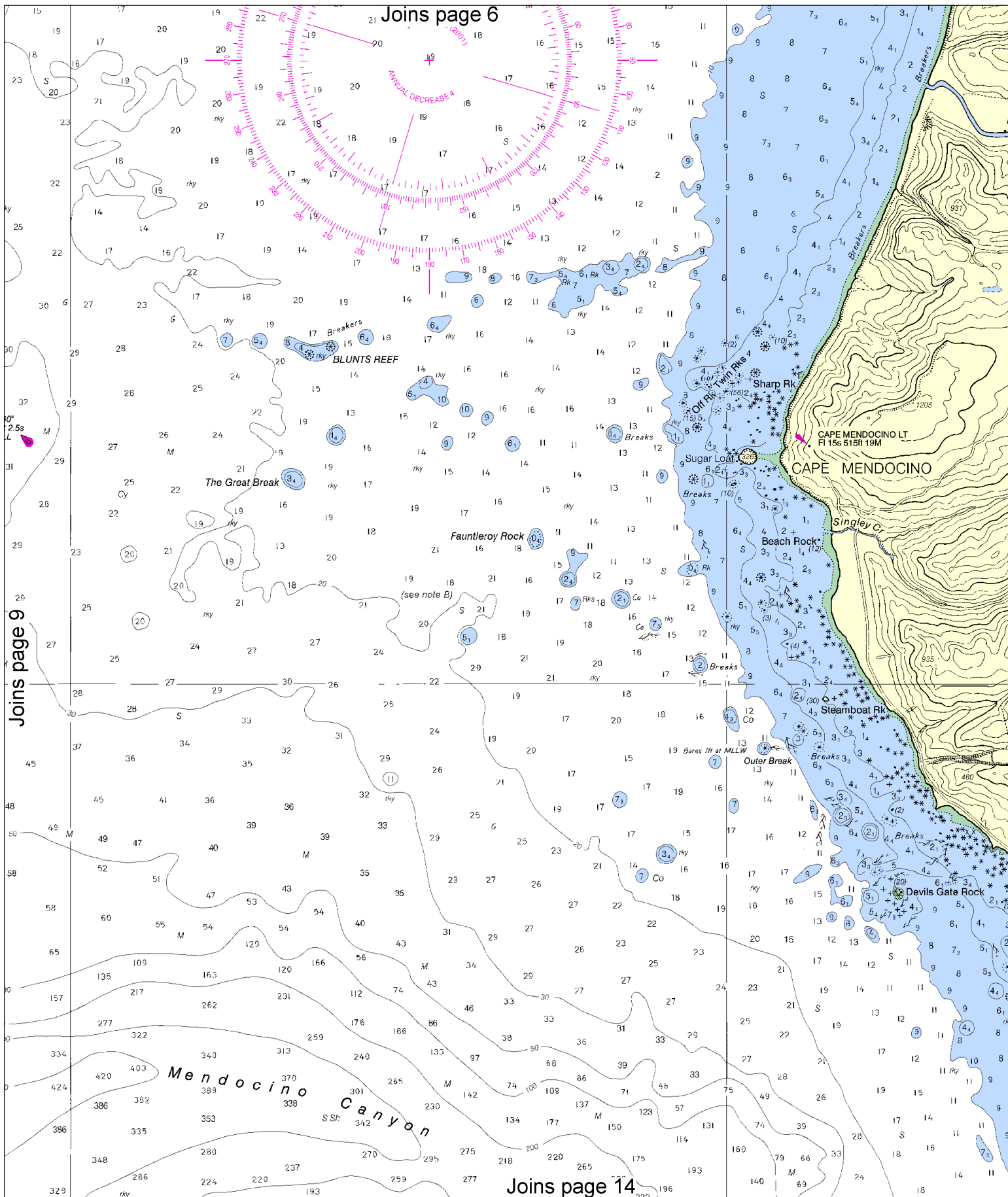
See Note on page 5.





Joins page 10

Joins page 6



Joins page 9

Joins page 14



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





UNITED STATES - WEST COAST
CALIFORNIA

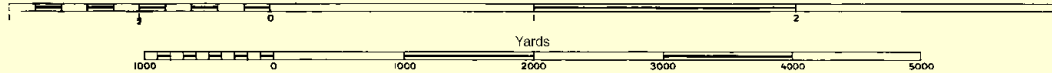
CAPE MENDOCINO AND VICINITY

Mercator Projection
Scale 1:40,000 at Lat. 40° 23'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

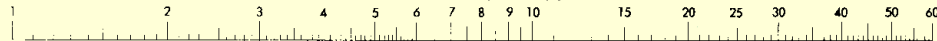
HORIZONTAL DATUM

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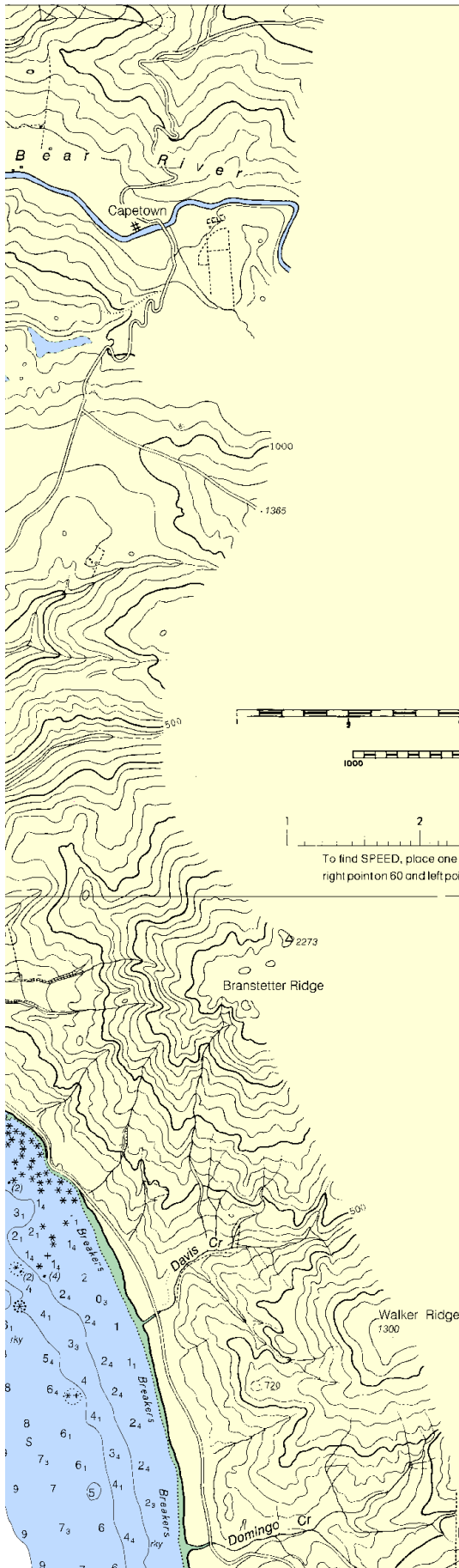
Nautical Miles



LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots



The Twins
2564
2562

Joel Flat
3157

NOTE B

Significant changes in offshore depths and shoreline between Cape Mendocino and Punta Gorda may have occurred as a result of the earthquake of 25 April 1992. Mariners are urged to use caution when navigating in the area.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 15

Joins page 8

Mendocino Canyon

Joins page 16

Mattole Cal

CONTINUED ON CHART 18620

12



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



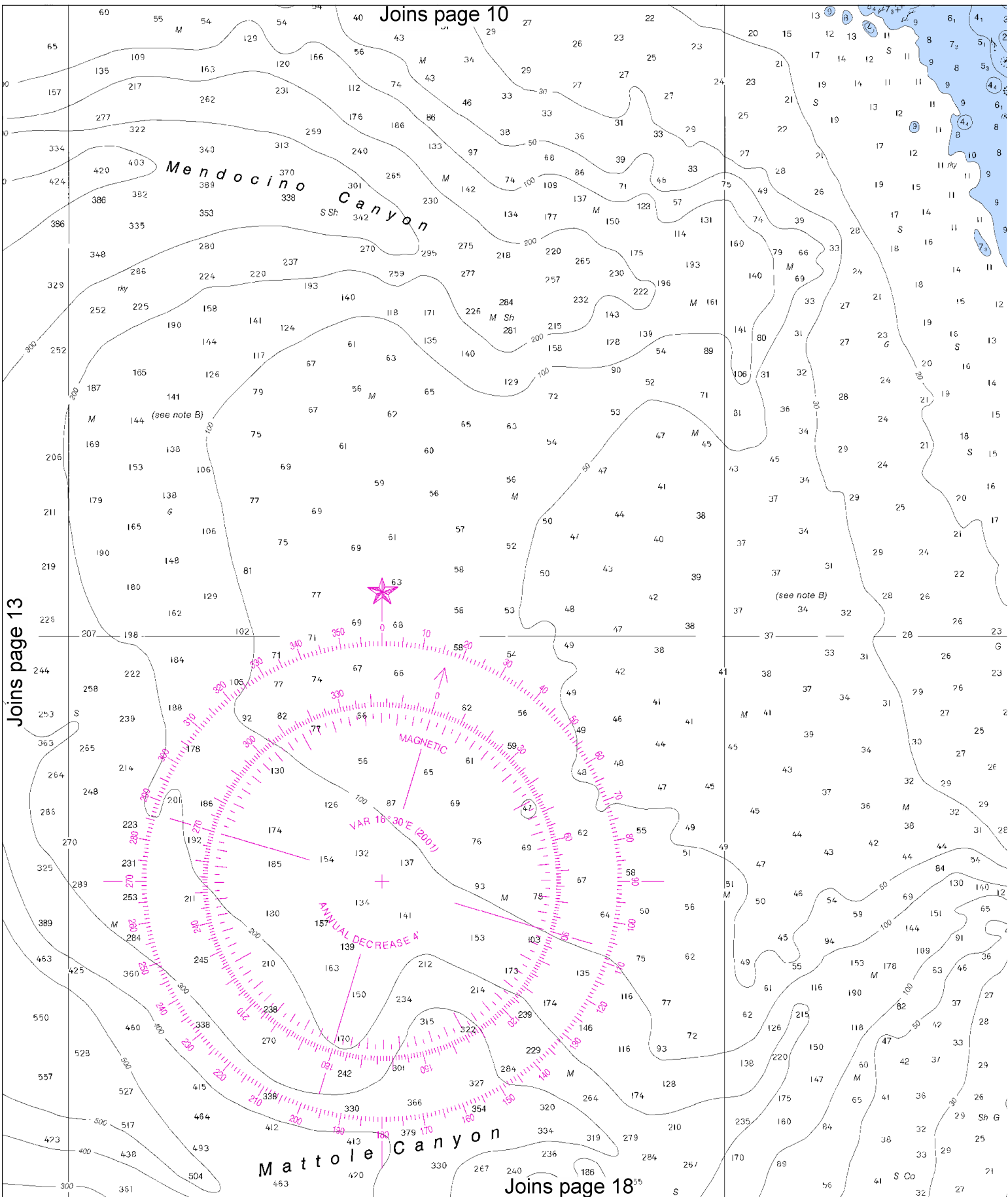
Joins page 9

Joins page 14

Joins page 17

Joins page 10

Joins page 13



14

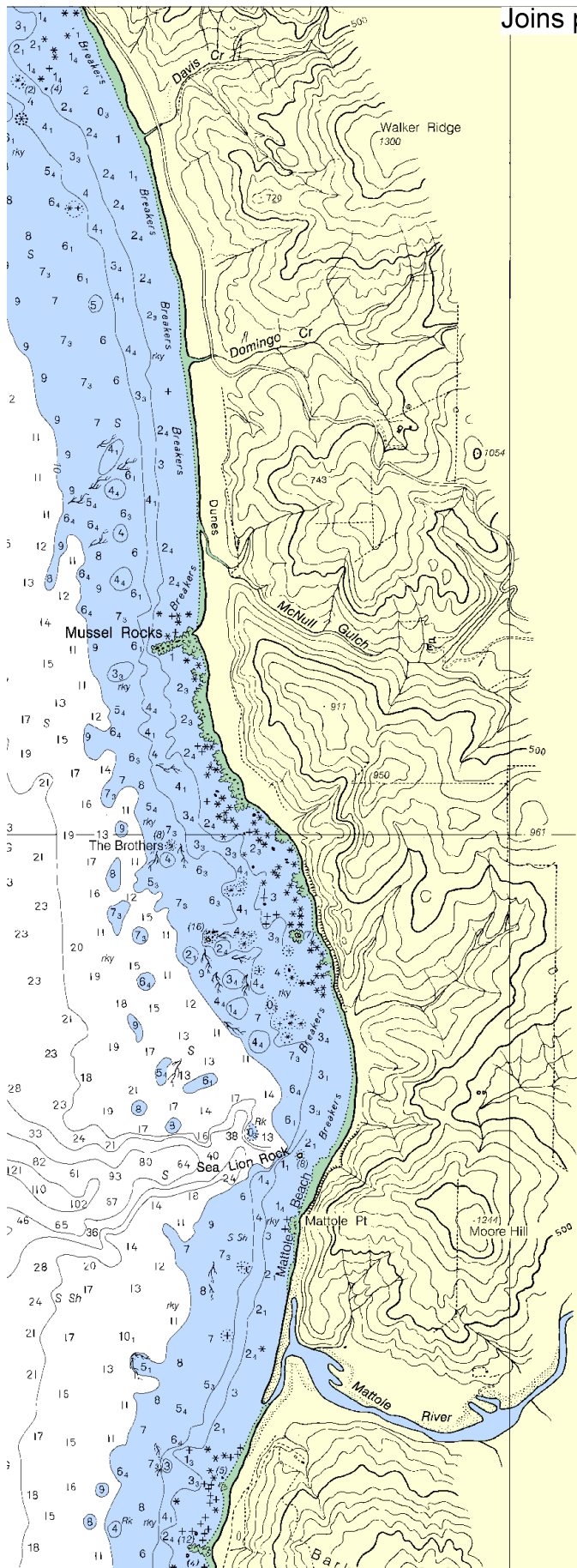


Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





NOTE B

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RADAR REFLECTORS

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TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)				
		Mean High Water	Higher High Water	Mean Low Water	Lower Low Water	Extreme Low Water
Cape Mendocino	(40°26'N/124°25'W)	5.8	5.1	1.1	1.1	-2.5

(501)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
FI flashing	Mkr marker	Ra Rcf radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bld boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

CAUTION

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AIDS TO NAVIGATION

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SUPPLEMENTAL INFORMATION

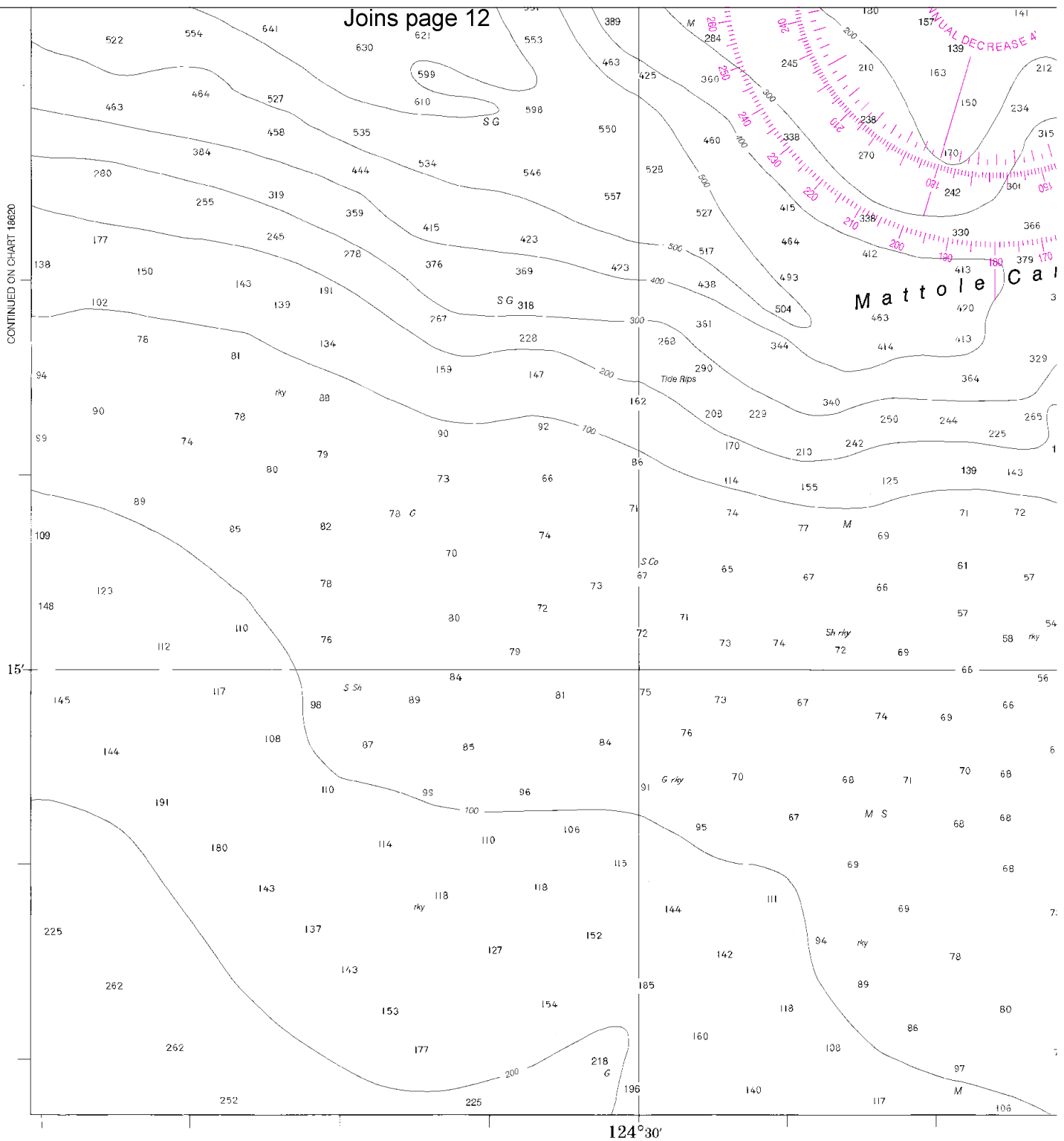
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CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial aids to navigation are subject to error and caution.

CONTINUED ON CHART 18620



18623

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

(FAIHOMS AND FEET TO 11 FAIHOMS)

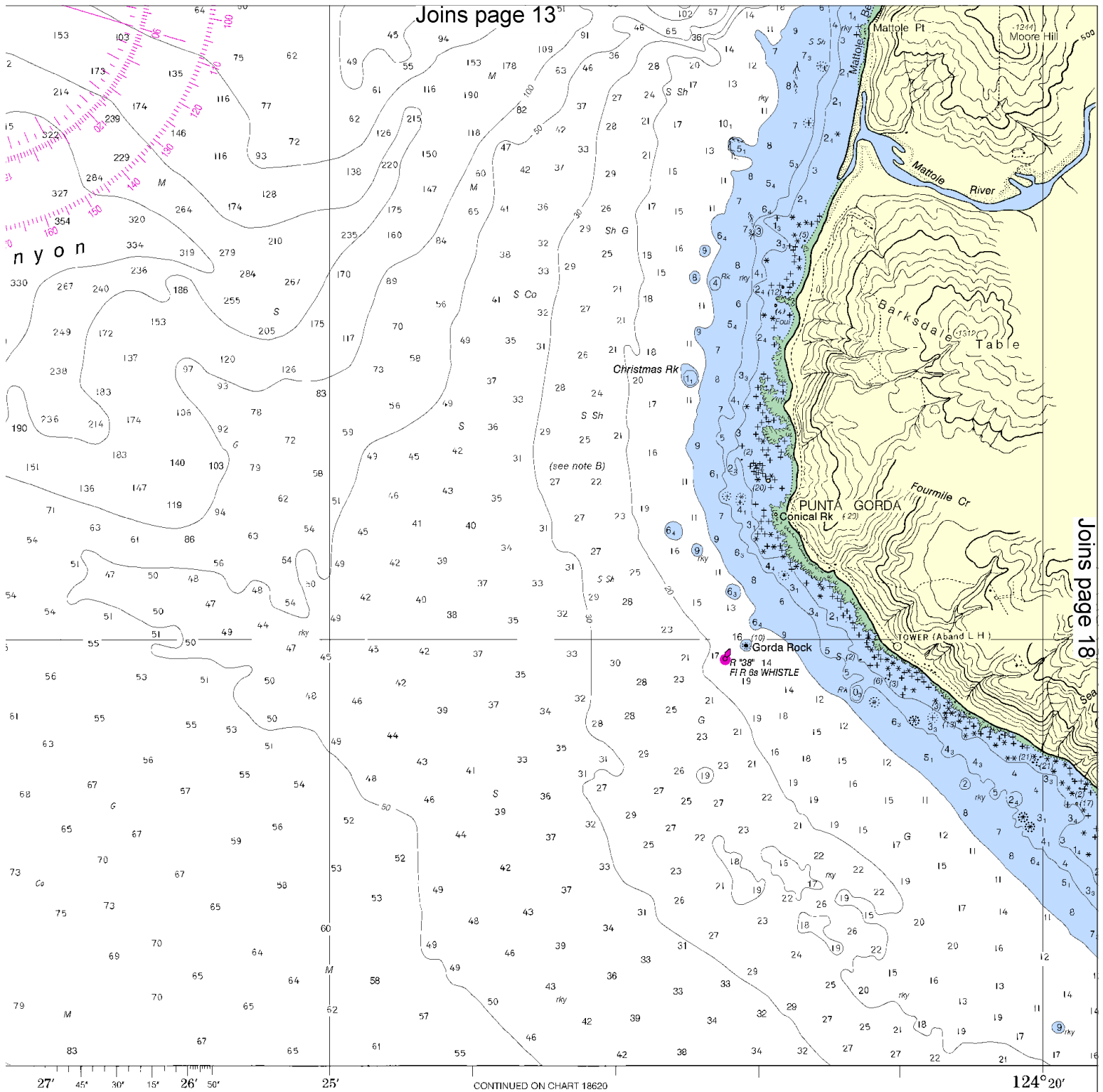
16



SCALE 1:40,000
Nautical Miles

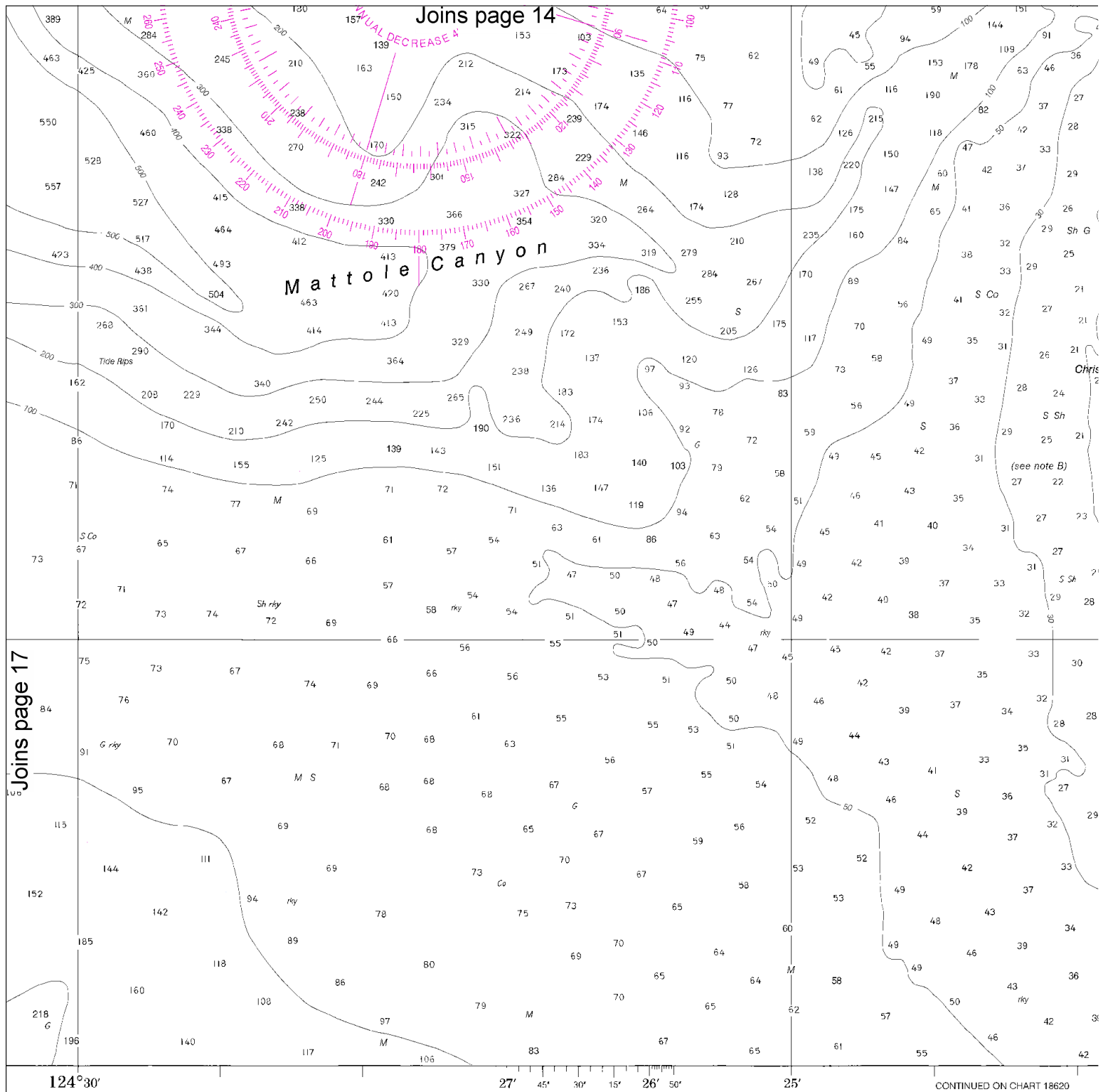
See Note on page 5.





Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

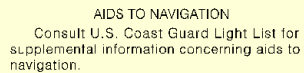


SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1	2



SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ⊙ (Approximate location)


✱ Uncle Tommy

2131

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Eureka, CA KEC-82 162.40 MHz

Little Chaparral Mt  2653

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



SOUNDINGS IN FATHOMS - SCALE 1:40,000

18623

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 510-437-3700

Coast Guard Humboldt Bay – 541-756-9210

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.